

EAGLETS.

Rivers McNeill is making a good record as collector of customs and reflecting credit on President Wilson.

Thomas J. Sauerman of Ohio and Clark streets and proprietor of the oldest saloon and restaurant in Chicago has the finest bar fixtures in America. They were made over fifty years ago, and the carving was all done by hand. The German Historical Society has taken photographs of them.

Edward J. Birk, the well known brewer, makes friends everywhere he goes and would make a great race for public office if he would allow his name to be used.

Thomas F. Keetey is in the front rank of every movement for the betterment of Chicago and the brightening of its future.

Judge John Barton Payne makes a splendid President of the South Park Commission.

Michael Umbdenstock, former county commissioner and veteran soldier, is one of the live wires of Chicago life.

John C. Richberg, the veteran and able lawyer, is always fighting for the advancement of his native city—Chicago.

Charles E. Doyle, the veteran letter carrier, is universally esteemed in public and private life.

William J. O'Brien, former senator and alderman, is making a wonderful success in his theatrical business.

When you need envelopes phone Heco, Superior 7100. You can't fail to be satisfied.

Walter Clyde Jones made an honorable and useful record in the State Senate. He would make a good judge.

Judge Charles A. Williams has pleased his friends by his fine record on the Municipal bench.

S. Carl Whistler, the popular secretary of the Akron Tire & Vulcanizing Company, at 932 W. Jackson boulevard, reports a steady demand and increasing business for this great tire company. The "Mohawk Quality" tires, sold by this concern, have a high reputation and have given great and genuine satisfaction to all who have used them. They are open all night, at 932 Jackson boulevard, and guarantee quick service.

John Mack Glenn, the able secretary of the Illinois Manufacturing Association, is one of Chicago's live wires.

James R. Buckley, Chief Clerk in the Criminal Court Clerk's office, is always adding to the efficiency of the public service.

The Akron Tire & Vulcanizing Company of 932 Jackson Boulevard has a branch at 3927 Sheridan Road. They are experts at repairing automobile, motor truck and solid carriage tires and vulcanizing in all its branches.

The "drys" are evidently not taxpayers or they would not be so willing to assume \$7,000,000 of taxes for the police, now paid by saloon licensees.

Charles C. Breyer is one of the best liked men on the Northwest Side. He is noted for his public spirit and devotion to the interests of his fellow citizens.

Judge John A. Mahoney of the Municipal court is very popular with the people because of the good, common sense he displays on the bench.

McKenzie Cleveland, the able former judge, is a man who is never afraid to stand up for what he believes to be right.

Harry W. Cooper has built up a reputation for fair dealing that boosts the sale of the Batavia tires outside of their own good qualities.

The Central Barber Shop, at the southwest corner of Clark and Madison streets, is one of the finest barber shops in the United States. The proprietors, John F. Gattie and James H. Pye, are doing a big business. The establishment boasts twelve chairs and the finest baths in Chicago.

Edward Uhlman of the great Schlitz Brewing Company is one of the up-builders of Chicago.

R. McDonald of Clinton and Adams streets is popular with printers, manufacturers and everybody else.

John B. Knight of 72 West Washington street is one of the leaders in the real estate world.

Charles S. Thornton, the well known lawyer, has honored every office he ever filled from president of the board of education to corporation counsel.

John Z. Vogelzang is the dean of Chicago restaurant men.

Boulevard Addison Street and save it for the people.

"One of the ways, often overlooked, in which society is benefited by motor truck transportation," says T. J. Hudson, sales manager for the Chicago Pneumatic Tool Company, 1615 Michigan avenue, "is the increased value it gives to farm land located many miles from market. There are many pieces of land located 20 to 50 miles

distant from prosperous cities, which are admirably suited to produce and small fruit raising, but which are lying idle because of their inaccessibility to market by means of horse and wagon. A motor truck will put such farms within easy reaching distance of the market and thus increase many times the value of the land."

John T. Cunningham, well known ice cream manufacturer of 2335 West Van Buren street, has built up his immense

business by putting the purest products into the manufacture of his goods. His ice cream is the best on the market.

A. T. Koehne of 1100 Webster avenue, is frequently mentioned for Alderman of the Twenty-fourth ward, although he is not looking for any office himself.

"Well Done, Wilson and Dunne" is the Democratic battlecry.

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WASHINGTON GOSSIP

Patriotic American Wants to Donate an Airship

WASHINGTON.—A patriotic, presumably foreign-born American, who wants to do his or her—the sex is not certain—part in promoting preparedness, has conceived the notion of building an airship as a contribution to the forces of defense and offense. The only trouble is about a motor, and the individual makes a formal request that the government contribute this essential part of his proposed flying machine. But it cannot be done, and the problem must be worked out in some other way by this person anxious to do a public service.

The communication, asking for an aeroplane motor, is addressed: "To Assistant Secretary of Treasury Bryen R. Newton, White House, Washington, D. C." It comes by mail, postmarked from a place in Pennsylvania, and reads:

"Dear sir:
"After seeing the battle cry of peace that was said that every one should have an aptitude of the war, and I decided to make one airship of my own, but the only thing that I need is the motor that I cannot make in my self. I am a poor boy 21 year of age, and I never got no much of money, and I work here with my brother with small salary."

"I don't got no much friends in this country but my brother, and he don't want help me to buy the motor."

"And so I ask you if you send me a airship motor, an soon I make everything I will take a trip before any one else to san Francisco, Cal."

"Now excuse me for the bad writing because I cant write american."

The government has no motors which could be disposed of in this way and no appropriation for such purposes, Assistant Secretary Newton advises the applicant for aeronautical honors.

Veterans of Spanish-American War in Congress

NEARLY a company of soldiers who are veterans of the Spanish-American war of 1898 can be mustered in the two houses of congress. Most of these veterans were connected with volunteer regiments and the National Guard, and their services during the Spanish war ranged from mobilization to actual battle, but they were more or less trained soldiers, and the majority of them are in fair shape for fighting today.

Of course, some of the congressional veterans of the Spanish war are now fat and short-winded. It would take several months—maybe longer—to put them in condition, but they are veterans just the same, and have a knowledge superior to that of the "rookie" regarding military tactics and service. Some of the legislators have retained an active interest in military affairs.

Here is a fairly complete list of the experienced Spanish war veterans now: Senators—Fall of New Mexico, Hardwick of Georgia, Hughes of New Jersey, Lewis of Illinois, Vandaman of Mississippi, Wadsworth of New York, Weeks of Massachusetts, Poindexter of Washington.

Congressmen—Gardner of Massachusetts, Crago of Pennsylvania, Dyer of Missouri (now commander in chief of the United Spanish War Veterans), Aiken of South Carolina, Anderson of Minnesota, Ellsworth of Minnesota, Greene of Vermont, Hart of New Jersey, Haskell of New York, Helvering of Kansas, Howard of Georgia, Huddleston of Alabama, Hull of Tennessee, Humphreys of Mississippi, James and Loud of Michigan, Neely of West Virginia, Oglesby of New York, Oldfield of Arkansas, Sells of Tennessee, Stone of Illinois, Tilson of Connecticut, Van Dye of Minnesota.

Congressmen Johnson of Washington, Langley of Kentucky, Austin of Tennessee and Key of Ohio are numbered among the honorary members of the United Spanish War Veterans.

These veterans of the war of 1898, together with members of congress who are affiliated with the National Guard, would present a good-sized company of legislators were they to decide to go to war again.

Funny Echoes of the Big Preparedness Parade

THE squirrels and birds of all Washington plinked in the capitol grounds the morning after the preparedness parade. The ocean of humanity that billowed over the green the day before left its flotsam and jetsam of peanut hulls and lunch-bags, and—to judge by numbers—furred and feathered society from the most exclusive parks in town was among those present at the feast.

And the parade itself was echoed in fine style by a swarm of small kiddies—most of them of the type that runs to curls and foreign eyes. In front of everything rode a boy on an umbrella handle—Major Pullman, if you please.

Behind marched the Marine Band, Jr.—don't ask for details—and after that came a bare-foot, frizzle-headed lad, who held a grown-up hat at arm's length and bowed, right and left, automatically, like a top wound up with a key. There was no mistaking who was the president of the United States in that parade. At his right—let us quote—"walked William F. Gude, chairman," etc., and at his left "Rudolph Kauffman, treasurer," etc., "each more formally attired and wearing high hats"—which the prosaic eye might possibly have mistaken for picked-up bags.

Having marched the stretch of pavement to a flag-covered box, the three rigidly important personages sat down on it, and the "ladies" of the party, being unable to secure accommodations on the grand stand, stood, as naturally as if they had been riding in a street car.

In the march that followed a batch of serious-eyed babies carried a newspaper page, which, you will understand, was a flag. And another imitative touch, surprising in its realism, was provided by three boys—one beating a drum, one playing on a stick and the third with a rag around his head, waving a flag like mad. They had—somehow—caught something more than the tableau "Spirit of '76."

New Designs for Our Halves, Quarters and Dimes

UNCLE SAM is going to have some new styles in his coins, and next fall we are going to have dimes, quarters and half dollars of designs never before seen in the metal money of this country. It will be the first change which has been made in this minor silver since 1861. Secretary McAdoo seems to think that the half dollar has declined in popularity because it had not a pretty design. Secretary McAdoo has another guess coming. Nobody ever declined a half dollar that he could get a half hold of. Just the same, the design is going to be changed.

The face of the new half dollar bears a full-length Liberty, with a background of the American flag flying to breeze. The goddess is striding toward the dawn of a new day, carrying laurel and oak branches, symbolic of civil and military glory. The reverse side shows an eagle perched high upon a mountain crag, wings unfolded. Growing from a rift in the rock is a sapling of mountain pine, symbolic of America.

The design of the 25-cent piece is intended to typify the awakening of the country to its own protection, Secretary McAdoo's announcement states. Liberty, a full-length figure, is shown stepping toward the country's gateway, bearing upraised a shield, from which the covering is being drawn. The right hand bears an olive branch of peace. Both the half dollar and the quarter bear the phrase, "In God We Trust."

The design of the dime is simple. Liberty, with a winged cap, is shown on the fore side, and on the reverse is a design of a bundle of rods and a battle-ax, symbolic of unity, "wherein lies the Nation's strength."

A BACKWOODS GOSPEL.
Wealth is variously estimated in different parts of the country. "Bud" Bowers had grown to manhood in one of the most inaccessible communities in southern Missouri. Wearing at last of the monotony of his life, he grew eager to leave the hills. His father, who was a hunter and trapper of much local renown, stoutly opposed him.

"But what chance has a young fella got to get ahead here, I'd like to know?" gloomily demanded "Bud."
"What chance?" ejaculated his father. "Why, jest look at me, son. When I fust come here from Kaintucky I didn't have nothin'—not nothin'. And jest look at me now—I got nine dawgs!"—Youth's Companion.

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